

case, *supra*, would be overcome by repealing the new section in its entirety and re-enacting it with the necessary amendments.

House Bill 363 does not take effect, if at all, until January 1, 1973; therefore, the sale of certificates would not be substantially delayed since the repeal and re-enactment with necessary amendments could be accomplished during the 1973 Session of the General Assembly, perhaps as an emergency measure. The Legislative Council, with any assistance we might offer, could, of course, prepare such legislation this summer.

Very truly yours,

/s/ FRANCIS B. BURCH,
Attorney General.

House Bill No. 419—Licensing of Travel Promoters

AN ACT to add new Sections 282 to 289, inclusive, to Article 56 of the Annotated Code of Maryland (~~1971 Supplement~~) (1972 REPLACEMENT VOLUME), title "Licenses," to follow immediately after Section 281 thereof, and to be under the new subtitle "Travel Promoters," providing for the licensing of travel promoters in this State, defining certain terms, providing for a trust arrangement for sums received or a bonding arrangement, providing regulations for advertising and for information to passengers, providing for refunds to passengers, and providing penalties for violations of the subtitle.

May 31, 1972.

Honorable Thomas Hunter Lowe
Speaker of the House of Delegates
State House
Annapolis, Maryland 21404

Dear Mr. Speaker:

In accordance with Article II, Section 17, of the Maryland Constitution, I have today vetoed House Bill 419.

This bill provides for the licensing and regulation of travel promoters in Maryland who arrange air or sea transportation for members of the public.

House Bill 419 would require supplemental air carriers and their agents, and private clubs and organizations, teacher organizations and fraternal lodges to obtain a license at a cost of \$100 and to place in trust 90 per cent of all funds received in payment for air or sea transportation. The bill does not cover scheduled air carriers and their agents.

In my opinion, this legislation discriminates against one class of air carriers and their agents, namely the supplemental carriers. Supplemental carriers compete with scheduled carriers in the sale of charter services. In addition, the charter services of the supplementals compete with certain types of discount fares offered by the scheduled carriers on their scheduled flights. Both classes of carriers are heavily dependent upon travel agents for the marketing of their services. Thus, under these circumstances, it is discriminatory to impose licensing and bonding requirements on the agents of the supplementals and to exempt the agents of the scheduled carriers from